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DAILY—WEEKLY—SUNDAY

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WEDNESDAY, FEBRUARY 8, 1911.

ALL ABOARD FOR "THE NECK."

Virginia is one of the richest States in the Union in material resources. In 1909, the latest figures we have at hand, it produced 129,125,000 pounds of tobacco, 3,800,000 bushels of oats, 27,622,000 bushels of corn, \$848,000 bushels of wheat, 696,000 tons of hay and 4,570,000 tons of coal. Its wealth of oil and mine and forest have barely been touched. Our own home people do not appreciate the extent and the value of all this marvelous endowment, and the outside world is just beginning to find it out.

Yesterday the Virginia Mineral and Timber Exhibit was opened in the house provided for its permanent display, and the ample space reserved for it is hardly great enough to hold it, and as additions are made to it, a "larger barn" will have to be built for it. This Exhibit was collected by the Virginia Mineral and Timber Association for the Jamestown Exposition, at a cost of more than a hundred thousand dollars, and it has been installed in its present home at an additional cost of about \$85,000. It gives an idea of what there is in this great State to attract the capital and enterprise of the world and to enrich the people who have held fast to that which is good; the finest coal in the world, the purest gold, the best timber, the most fertile soil, the choicest tobacco, the largest variety of building stones, the most varied crops, the best of everything that can minister to the necessities of human kind or contribute to the development of the highest civilization.

All these things were talked about yesterday afternoon to the people and the lawmakers of the Commonwealth, and last night, for the information of the members of the Chamber of Commerce, by the Mayor of Richmond, the Governor of Virginia and the representatives of the railroads, without whose intelligent and earnest co-operation the most active work of the community and the State will be greatly hindered. This co-operation was promised. The larger the development of Virginia, the larger the development of the business of the railroads, and working together to a common end, railroads and people will work for their individual good.

Richmond is deeply and directly interested. As President Henry Wood, of the Chamber of Commerce, said last night: "Within a radius of thirty miles of Richmond there is sufficient wealth in the coal mines to make Richmond equal to Birmingham in its wondrous development." To bring about this happy estate, Richmond must have the help of the railroads, and this help will come surely. If the temper of what Mr. Finley said shall control the spirit of his associates. There is the Northern Neck of Virginia, for example, almost within stone's throw of this town, and yet so far away as if it were on the other side of the continent. Rich in soil, in climate, in production and in people, there it stands at our very doors; and yet it gives nothing to Richmond and takes nothing from it. By the building of a road only sixteen miles in length, a large part of this territory could be added to the trading country of Richmond. By the building of the road projected by Mr. Ward, twenty-five miles in length, the whole of one of the richest regions in the South could be added to the territory of Richmond. It is a reproach to us that this fertile field has laid so long fallow, and we shall not be careful of our duty and our obligations if it is not speedily made another link in the ever-lengthening chain of Richmond's prosperity.

As Mayor Richmond said last night, what helps Richmond will help Virginia, and what helps Virginia will help Richmond. This town is "home" for all the people of this Commonwealth. Why stand we here all the day idle?

WINNING FOR THE FEE SYSTEM.

The Hon. J. E. West, of Suffolk, a member of the House of Delegates of the last General Assembly, is a candidate for the State Senate from the district composed of Staunton, Southampton and Isle of Wight Counties. He has set an excellent example for all other legislative candidates by taking a firm stand against the fee system. Two years ago he was elected on a platform which contained a plank calling for the abolition of the fee system as a means of paying officers in the counties and cities. In the House he introduced a bill to investigate fully the operation of the fee system of compensation of all officers except a few smaller ones. This bill he pushed through the Finance Committee of the House and through first and second readings in the lower legislative chamber before it was stopped.

While against the fee system as a

general proposition, Mr. West takes the stand that "the system is only an iniquitous proposition in the cities and large counties, where the large salaries are paid under it." We disagree with his view, for it is our opinion that the fee system in its entirety should be wiped out. The principle ought not to be limited in any case. The idea of the system is bad, and it ought to be blotted out completely, no matter if in some cases the result might be the same if the system stood.

RECONSIDER.

Without delay, the commercial organizations of Richmond should exert their full influence to bring about a reconsideration of the vote whereby the city wharf plan was rejected on Monday night by the City Council. The resolution containing the plan was carried by a majority, but lacked the necessary two-thirds vote required in such a case.

Many reasons have been advanced for the erection of a city wharf, chief among them being that a wharf will be a potent factor in maintaining a fair adjustment of freight rates to Richmond and in keeping down any unreasonable increase of such rates in the future. It is the opinion of those in a position to know that Richmond is losing business on account of the lack of proper harbor facilities. Mr. Powell pointed out in the meeting of the City Council on Monday night that the matter is important from a business point of view, showing that when the James River Navigation Company sold out to the Old Dominion Steamship Company freight rates jumped upward 50 per cent.

With practical unanimity, the establishment of a city wharf, to be built of concrete, was recommended by both the Finance Committee and the Committee on the Improvement of James River. The majority sentiment is for the wharf, and we submit that it is incumbent upon the commercial organizations of the city to "get busy" at once and see to it that to-morrow night the Council reconsider and adopt some plan for a city wharf. Whether it be of wood or concrete, let there be a city wharf. It is a good business proposition to have this wharf, and have it without delay.

WOULDN'T TAKE THE MONEY.

President J. D. Moffat, of the Washington and Jefferson College, Washington, Pennsylvania, has acquired a most unusual distinction by declining in the name of the trustees of that institution a bequest of \$10,000 because if they should take the money the income from the rest of the estate would not be sufficient for the needs of the widow and six children of the generous man who made the gift. This speaks well for President Moffat and his trustees, all of whom should receive hero medals from Andy Carnegie. We have never heard of anything just exactly like it. Mr. Carnegie will also agree with us that a college managed like this is a college deserving his friendly consideration.

THE POLLOCK RESOLUTION.

Unanimous adoption should be accorded by the Common Council to-morrow night to the resolution offered by Councilman Pollock, which has for its purpose a general revision of the city charter and a simpler city government. The time has come to act. Unless immediate and favorable action is taken on some plan to effect a more satisfactory form of municipal administration for Richmond, the matter will fall to come before the next General Assembly, and will, therefore, be postponed for three years more, a delay which the city cannot afford.

Now, what is it that the Pollock resolution calls for? This: the appointment of a joint standing committee composed of three Councilmen and two Aldermen, who shall study with zeal and ability the question of a simpler, more businesslike, and more economical form of government for the city of Richmond. After all possible information has been gathered, discussed and studied, this committee is to prepare such a plan of administration for this city as may seem best in its judgment. While action is not to be hasty, some definite conclusion should be reached and ratified before the next election for members of the General Assembly. This resolution conceals nothing. There can be no motive behind it, save a desire to ascertain whether or not Richmond might be governed more economically, more simply, more satisfactorily from the viewpoint of procedure and action. The move is an attack upon no man or set of men. Not until he had taken counsel of leaders in councilmanhood did Mr. Pollock offer his resolve. He charges nothing; he attacks no one; he holds that there is now no substantial graft; he draws no indictment of mismanagement. His opinion is a universal one: that red tape and antiquated procedure now make swift action impossible, and any action will walk interminably.

When the inefficient system now used is considered, the wonder is that the city has done so well. Taking all things into consideration and balancing them dispassionately and critically, it must be said that in spite of the obstacles imposed by the present administrative system, Richmond has enjoyed singularly honest and efficient government. If criticism is to be laid at the doors of the City Hall, it must be charged to the system, rather than to the men in authority. They have done what they could. Any action effecting a change in governmental methods is in no sense a reflection upon them, but rather a relief for them.

It is a rare privilege and a duty which rests in the hands of the presiding officers of the two chambers of the Council. It is the profound desire of all those who have the good of Richmond at heart that these officers

will select the ablest, most patriotic, and most capable men from their respective bodies to serve on this most important committee. No small responsibility rests on the appointive powers in this case; the effect of their action reaches far into the future.

When the committee shall be appointed, it is to be hoped that it will draft a practical plan of city government which will meet the needs of the situation, discarding the excessive red tape and the present cumbersome procedure. The plan should be proposed and adopted before the election of the next General Assembly, so that the members from this city may be pledged to secure such charter changes and enactments as will be necessary and proper to give Richmond the right to administer its government in a newer and more practical manner.

No one can say what the plan adopted by the committee will be, and until that shall be ascertained we shall not commit ourselves. In the meantime, we shall hope for a new form of government that will be simpler, easier, more economical; a form which will awaken in the citizens a keener, more personal interest in their government, quickening their sense of individual responsibility as participants in the administration of municipal affairs.

THE BIG PUBLIC QUESTION.

The Carroll Journal has a very pertinent editorial article in its last issue on good roads. Our contemporary says that "the big public question this year will be road improvement," and that is correct. "It seems strange that there would be any 'opposition party' to those who want good roads; if you think there is no opposition, start a road campaign in your locality and find out." This also is true. Wherever the subject of better highways is broached, there will always be found those who think that what their fathers had is good enough for them—men who hate the idea of progress and who want nothing new under the sun. The Journal says that the question ought to be debated in every school house in the land, and we think that this is an admirable suggestion. If the problem were threshed out in the school house, the need of progress and reform would be an idea implanted early into the minds of the coming generation. Let our schools adopt this suggestion of the Carroll Journal, so that there may be more widespread knowledge of the benefits and blessings of good roads and the everlasting curse of the mud tax.

MADE A GOOD BEGINNING.

At the last election in Tennessee, Benjamin W. Hooper was elected Governor after a hard and bitter struggle, and largely through the pig-headedness of the Democratic machine.

Hooper is a Republican, a man of obscure origin, without any of the power of wealth, of family, or of great achievement to help him in his ambition to fill the highest office in the gift of the people of his State. His election was bitterly resented by many of the best people in Tennessee, and when the time came for his inauguration, the Legislature refused to organize, so that he could be installed in office, until after the retiring Governor could attend to some matters of "unfinished business." But, finally, Hooper was inaugurated, and now he is exercising the duties of his office. He sent a message, as the law requires, to the General Assembly, and this message is spoken of by the newspapers of the State—those which opposed him bitterly, as well as those which supported him frantically—as a paper of great merit. The Chattanooga Times, one of Hooper's most active antagonists, admits that it could not tell from the message itself what political party the Governor belongs to, which generous sentiment has led the Knoxville Journal and Tribune to say: "Governor Hooper is a true Republican; as Governor of the State he is a Tennesseean."

We know that comparisons are odious, but there is South Carolina!

THE LAND AT NORFOLK.

We do not wish to insist, and we disclaim any intention of giving offense; but we should really like to know what the trucking land in and around Norfolk is assessed at for taxation. The Virginian-Pilot has asserted that it is worth anywhere from \$100 the acre to \$400 the acre, and a rising of that, which shows that it is worth almost as much as city lots in some of the progressive North Carolina towns; but what is the rate at which it is assessed for taxation? That's the question. The Columbia State, which started this line of inquiry, has abandoned the field and taken to the woods, because it doesn't know what might happen in South Carolina in these perilous times, and it is left for the esteemed Virginian-Pilot to prove its contention by giving the facts.

THE WORKHOUSE AT OCCOQUAN.

Last week there was a mutiny and convict delivery at the workhouse camp of the District of Columbia at Occoquan, and this incident was followed by allegations of serious misconduct on the part of the officers charged with the administration of the place and the employees engaged there. When the question of establishing another convict settlement for the District of Columbia near Mount Vernon was under consideration, it was claimed by the District authorities, we believe, that there was no danger because their experience had proved that the camp at Occoquan had been so administered as to be of great benefit to that neighborhood, or at least to have been of no disadvantage. Says the Washington Post:

"Seemingly the authorities took no thought of what would come from

dumping a lot of men seasoned to city life into a vast forest and setting them at the heavy task of turning it into farm lands and building houses thereon. Nor was it apprehended that the changed conditions and the trying nature of their work might have a demoralizing effect on the employees. With practically everybody who had a hand in the enterprise lacking in training and experience, is it any wonder that things have gone wrong?"

We do not think that there is anything to be wondered at at all in the situation at this workhouse camp, yet the people who established it and who have been developing it pleaded the workhouse at Occoquan as an excuse for establishing a convict settlement at Mount Vernon. The convicts must be taken care of somewhere, of course, but it would seem to be only fair that they should be a charge upon the communities in which they committed their crimes rather than a menace to the States and communities to which they may be transported.

THE RAILROADS AND THE PEOPLE.

"If the railways in the United States would reach a time when State legislators ceased from troubling and the State commissions were at rest, it would, in my thinking, be good for the railways and still better for the citizens of the United States."

That was not said by a politician, or a representative of "the interests," or a subsidized newspaper, but by Mr. W. M. Acworth, "the highest authority on the railways of Great Britain," as he has been truly described by Dr. Hadley, President of Yale University and Chairman of the Railroad Securities Commission appointed by Mr. Taft by authority of Congress.

Mr. Acworth has been making a careful study of the railway situation in the United States during the last two months. He is regarded in his own country as the best informed man upon the subject of railroad valuations and railroad administration, and has frequently visited the United States for the purpose of examining the railway and commercial conditions here in the interest of English investors in American securities. Mr. Acworth was introduced to the Securities Commission as an expert on this subject and testified last month before that body. He has now returned to his home in England, but, before leaving the United States, expressed his opinions very clearly to a reporter for the New York Evening Sun on the railroad situation here.

The principal fault Mr. Acworth had to find with the railway administration in the United States was the centralization of administrative power in the headquarters offices in Chicago and New York. While admitting that such centralization would doubtless tend to efficiency and economy, he was of the opinion that it was responsible in some degree for the present strained relations between the railways and the public. He would have the people and the managers of the railroads brought in closer touch, and thinks that "in the far South and in the far West the large railroad systems should have real executive officers with the largest possible discretion to deal with local questions on the spot." He would also have the ranking officers of the railway systems visit the different communities along their lines from time to time for the cultivation of the acquaintance of the people served by the roads. If such a policy should be adopted, he believes that the railway men "would soon live down much of the antagonism that has been manifested in various parts of the country."

There is no least question about the accuracy of these views, and the railroad men are beginning to find it out for themselves. There is President Finley, of the Southern Railway, for example, who has greatly strengthened that system throughout the South by frequent conferences with the people themselves in different communities served by his lines. He has found receptive and sympathetic audiences wherever he has gone; a disposition on the part of the public to insist upon fair play for his railroads. It was not always so with the Southern Railway, and it will never be otherwise again, we are sure. Once it is made plain that the interests of the people are the same we shall have an end of the unfortunate and unprofitable differences that have existed between them and largely, we are inclined to think, through misunderstanding.

Mr. Acworth said some things in his talk with the Sun reporter which the people and the law-makers throughout the country should know. After expressing surprise at the space given in the newspapers to criticisms of the efficiency of the railways in this country, Mr. Acworth said:

"It has always been my opinion that in actual economy of operation the railways of the United States are first in the world. In the number of tons per car, cars per train, in the fullest utilization of locomotives, in the obtaining of the greatest measure of result for each unit of expenditure, they are not equaled by the railways of any other nation."

This opinion by an acknowledged railroad expert should be a fair standard against the views of Mr. Louis Brandeis, who has been shelling the country, in the interest of his clients, with utterly wild statements as to the practicability of the railroads saving \$300,000,000 the year in the cost of their operation. It is the difference between a man who has studied the question and the man who does not know anything about it.

The railroad traffic in the United States doubles every ten years, substantially, and in Mr. Acworth's opinion, it will not only be necessary for the railroads of this country to double their facilities every ten years, but to

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Increase them at least by 50 per cent. James J. Hill, of the Great Northern System, has estimated that \$1,100,000,000 the year will be required to enable the railroads to handle the traffic, and "the inhabitants of your Western and Southern States, your people in general," said Mr. Acworth, "must understand that this capital cannot be obtained in their own communities. This money in a large measure must for a long time to come be raised abroad, and the investors of other lines will not be willing to subscribe it so long as there is a continuance of the harassing conditions which tend to impair the revenues of your railways, to hamper their administration and to retard their development."

It does not matter in the least to Mr. Acworth whether his views will be accepted or not—he has simply spoken the words of truth and soberness. The conditions have not encouraged, certainly, large investment in railroad development. Take the case of the Pennsylvania Railroad, for example, during the last twelve months, ending with December, On the Eastern lines of this system, the gross earnings increased during this period \$19,773,500; but there was at the same time an increase of \$12,317,100 in expenses, and, therefore, a net loss of \$2,072,900. On the Western lines of this system there was during the same period an increase in gross earnings of \$11,026,700; but there was at the same time an increase of \$12,319,500 in expenses, and, therefore, a net loss of \$1,292,800. During the month of December alone the lines of the Pennsylvania System east of Pittsburgh showed a net loss of \$1,182,000, and the lines west of Pittsburgh a loss of \$681,200.

These are the facts. Yet we have had the spectacle in this country of the delay of months in the granting of the request of the transportation lines for a very slight increase of their freight rates in order that they might be able to keep up their properties, to meet their fixed charges and to perform the service the business interests of the country—not the shippers only, but we speak of the business interests in a large sense—require for their development and success.

MAKING A GOOD THING OUT OF IT.

A correspondent of the Boston Globe brings out a point in the discussion of the pension system that is somewhat new. The writer of the article says that there are "thousands of favored men" throughout the country who are receiving good pensions and drawing large salaries from the Government at the same time. At the Soldiers' Home at Togus, Maine, he says, "Uncle Sam furnishes both salary and pension." The governor of that "grand institution" holds down a position which pays a salary of \$5,000 the year. Then he is given certain "privileges," including free occupancy for himself and for his family of two, of a twenty-room residence, with light, heat, care of grounds, stable, etc. On top of this, he draws a comfortable pension.

The treasurer of the same institution occupies a house of about the same size, with about the same salary, though he has no family, and lives alone. He gets a pension. The chaplain and the commissary draw large salaries, get free house rent, have other perquisites, and they get pensions. The adjutant, whose duty is to answer about twenty letters the day, gets a salary of \$100 the month, with privileges, and a comfortable pension.

These men are all described as "hale and hearty," but they draw pensions just the same as the poor widow. She has to live, in many cases, in a single room.

When the future historian reveals the whole truth about this pension business, we shall then have a story of stupendous graft, of pernicious paternalism, of fearful plundering of the public treasury. Fat pensions are not enough; some of the men who have made patriotism a business and a dividend-provider must have salaries and pensions together, and they would take more of these could get it.

Some very wild stories are being told about the fearful corruption that has been disclosed in Connecticut politics in connection with the defeat of Charles A. Goodwin, Republican, for Governor, and they are trying to drag Senator-elect McLean into the mess or muck. We do not believe for a moment that there is anything in it; but we would say to the Hon. Charles Hopkins Clark, of the Hartford Courant, that we shall be very glad to take care of him down here until the storm blows over.

Daily Queries and Answers

Address all communications for this column to Query Editor, Times-Dispatch. No mathematical problems will be solved, no coins or stamps valued and no dealers' names will be given.

Easter.

Will you please answer in your Query Column on what day Easter will come this year? B. F. S. April 16.

Grammatical Question.

To settle a dispute, please tell me which is correct of the following: I want flowers planted on each side of my walk, and the flowers planted on either side of my walk? ANNIE KUNKER.

The second is correct.

Wearing of Diamonds by Men.

Please advise through your Query Column the following question: "Is it considered good form or taste for a gentleman to wear diamonds if he is in a position to wear them?" By answering this question you will oblige. D. E. CLAYTON.

To us it seems neither good form nor good taste.

General Lee's Sword.

What became of General Lee's sword? Reading Father Ryan's immortal poem rent thought, I have long wondered, and put this query to friends and those who I thought were in a position to know. I have received some information, but it is not reliable. The sword, of course, is in the custody of some member of the general's family, but I have not been able to find out where. We trust some day you will supply us with the information here asked for.

"The Man Without a Country."

Can you give me a short review of the book, "The Man Without a Country?" C. F. C.

The "Man Without a Country" was written by Edward Everett Ruess, and was the early days of the Civil War, with the intention of inspiring patriotic feeling in the hearts of readers. Its chief character, who through a foolish and wilful condemnation of his native land, was robbed of the protection

and the comfort of belonging to an organized government, was on Philip Nolan. Nolan had been beguiled into listening to the promises of those who had offered him a large sum of money to fight against the country's integrity when an effort had been made by Aaron Burr and others to form a new empire in the South; when he had defied the investigators and cursed the name of the United States. For this he was condemned to live outside the confines of the country, and never to hear his name again; no mention of the country or events concerning it was made in his presence; his only consolation was that he might remind him of the existence of the United States were carefully excluded from his sight. Finally, the sentence, which he had first regarded lightly, came to be the worst imaginable punishment and torture.

Learning to Act.

In learning to act—that is, to become an actor for the stage—is any instruction given in the proper use of the hands? In the course of instruction many hours are given to teaching what to do with the hands.

Please Pronunciation.

Please inform as to the correct pronunciation of chauffeur and automobile. Also, whether in the French language any one syllable is more accented than another.

ONE IN A DISCUSSION.

1. Sho-ter, the o being long and the e short. In "sho-ter" the e is pronounced like a in "fall," while all the other letters are long. The accent is on the second syllable.

2. Someone, one syllable is accented more than another.

On the Train.

I was a passenger on the train referred to, but did not hear Morgan's lecture, and would not had I been in Richmond at the time. C. H. ANDERTON.

VISITORS MEMBERS OF ANCIENT HOUSE

BY LA MARQUISE DE FONTENAY.

COUNT and Countess Stephen Bethlen, who have accompanied Count Apponyi to this country, are, according to the newspapers, the most distinguished of Bethlen von Bethlen, which received its title of Count in 1896, and which belongs to the Hungarian Uradel, that is to say, which was noble at the time of the dawn of Magyar history. The Count himself is a captain of the Hungarian Honved or militia cavalry, and owns several estates.

But much of the once great wealth of this family has been dissipated, and there is an extraordinary story current in Hungary, according to which a hundred years ago, at the time of the Napoleonic wars, the head of the house caused his money, plate and jewels to be bricked up in the walls of his castle, to prevent their seizure by the French. He died suddenly, without revealing the hiding place to any of the members of his family, the secret being only known to his steward, a man of the name of Kun Keesard. The son of this Count Bethlen found himself so impoverished on succeeding to his father's honors and estates, that he was compelled to sell the castle, and much of the landed property, which were bought through a third party by the steward in question.

Having thus obtained possession of the castle and its hidden treasure, the steward had the good sense to not at first make any undue display of his wealth, derived from the great hoard concealed by his dead master. But later on he commenced to prostitute the government, and particularly the crown by magnificent gifts to charities in which the Emperor and the members of the reigning dynasty were more particularly interested. In fact, he was eventually rewarded with the title of Count, and with a seat in the Hungarian House of Lords, for his philanthropy. Nor would any one have suspected that the steward, who had the treasure, had not in his old age a man of the name of Moses Berde, whose father had been employed in some humble capacity in the castle, obtained possession of his secret, and blackmailed him to such an extent that he was obliged to appeal for assistance to the Emperor. The Emperor, before the man could be brought to justice, leaving the remnants of his fortune to charitable institutions; nor were the Bethlens ever able to recover any of the property.

Another Count Bethlen—Count Gregory—came very prominently before the public some years ago as the champion of Princess Arthur Odescalchi, whose husband, after having divorced two other wives, became so infamously notorious for his dissipation, by keeping her a close prisoner in his Castle of Szolozany, in Hungary, stationing armed retainers at the door of the castle, and preventing her ingress, and also in order to preclude the possibility of any one having access to her. Somehow or other the Princess managed to escape her prison, and her treatment to Count Bethlen, who lost no time in informing the authorities at Pesth about the affair. The Princess was then summoned by the judicial courts at Pesth, to appear before them, in order to give evidence as to whether or not she had been kept in duress, and deprived of her liberty.

After some demur, the Princess consented to release his wife, and to permit her to obey the summons of the court, upon the condition that she should divorce proceedings against him on the ground of cruelty, and obtained a dissolution of the marriage. She was by birth, Countess Julia Zichy, and, contrary to expectation, did not marry her champion, who had to fight a duel with the Prince. In the course of which he received a severe wound in the shoulder.

The fight between Count Bethlen and

the Prince included a charge by the former that the Prince was responsible for the theft of a pocket-handkerchief, which the Prince believed to contain the remains of the Countess and the Count. While the Prince declared that he declined to sit in the same House of Lords as a man who had committed such a crime, Count Gregory Bethlen, charged with dishonorable conduct in having brought domestic misery and unhappiness into his home.

King George's proceedings for libel against Mylius last week serve to recall to the mind the case of the late King Leopold of Belgium, who was a monarch of his times, who played the part of a sovereign only in Belgium, affecting to be a plain business man, financier and patriot in the borders of his dominions, also invoking the ordinary libel laws in order to secure redress for attacks on his financial operations, and upon his wife. It was not, however, in Germany, where such action on his part was taken, but in the leading newspapers at Hamburg, and instead of making any application for redress and protection to the German government, he asked redress for the libel in the ordinary courts of law at Hamburg, and having brought domestic misery and unhappiness into his home.

But while he secured judgment in his favor, and the damages which he sued, yet the process was attended by so many difficulties and complications, that he died, and another, as to deter him from ever again instituting legal proceedings of the same kind in any foreign country, and from that time forth he allowed no one, not only the foreign, but even the domestic, press to say what they liked about him.

It is not often that a peeress gains a step in rank by marrying a commoner. But this is what happened to the Countess of Odescalchi, whose death took place suddenly, while she was visiting the Emperor at the death of the other day. She was born as the daughter of the late Duke of Odescalchi, and was a young girl engaged to marry a commoner. She was a baron, she took her place among the wives of barons, and retained it also when she was married. When, however, she married Count Odescalchi, she was a baroness, and she took her place among the wives of barons, and retained it also when she was married. When, however, she married Count Odescalchi, she was a baroness, and she took her place among the wives of barons, and retained it also when she was married.

This is in accordance with the English rule that the daughter of a peer who marries a commoner, retains the precedence that comes to her by birth, whereas if she marries a peer she is compelled to share his particular place on the table of precedence. It is for this reason that the late Duke of Odescalchi, who was a commoner, retained her status and precedence as the daughter of the Duke of Odescalchi, and she had been created a baroness, she would have been forced to descend to the rank of baroness.

Lady Odescalchi's life was marred by several tragedies. Her youngest daughter, Marjorie, was killed at the age of nine, in a particularly shocking fashion, out in the bushes, by being thrown from her pony and dragged by the stirrup, with the animal's hoofs passing over her face almost out of human semblance. Her eldest son was killed in action near Pretoria, while serving as an officer of the Seventeenth Infantry during the Boer War, in which her husband took an active part, and in which she herself did constant service in connection with the ambulance corps. Lord Odescalchi himself was killed while out hunting, breaking his neck, just four years ago. (Copyright, 1911, by the Brentwood Company.)

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WM. M. HILL, Vice-President. J. W. SINTON, Vice-President.
JULIEN H. HILL, Cashier.

Children Cry FOR FLETCHER'S CASTORIA